



[Boeing CEO to Testify Before Congress This Month on 737 MAX](#)

Boeing CEO Dennis Muilenburg is set to testify before Congress on the grounded 737 MAX at the end of this month on October 30th. The panel hearing will take place in the United States House of Representatives, in front of the House Committee on Transportation and Infrastructure. This will be Muilenburg's first public hearing since the worldwide grounding of the aircraft after two fatal crashes within five months of each other, which killed 346 people. At the hearing, Muilenburg will be joined by the company's chief engineer, John Hamilton, and chief 737 pilot, Jennifer Henderson. Boeing is currently working with regulators on what it hopes will be a return of the aircraft by the end of the year, with the company implementing enhanced pilot training and software updates to a flight-control system which is believed to have been a factor in both recent crashes. Ultimately, it will be up to regulators like the Federal Aviation Administration (FAA) to approve these upgrades and allow the planes to return to service.

The Chair of the House Committee on Transportation and Infrastructure, Peter DeFazio (D-OR), invited Boeing CEO Muilenburg and his colleagues to testify before his committee shortly after urging them to make company employees available to answer questions about the latest developments with the 737 MAX. In a letter to Muilenburg, DeFazio and a fellow lawmaker wrote "The Committee believes certain employees may be able to shed light on issues central to the Committee's investigation, including information about the design, development, and certification of the 737 MAX." Ever since the 737 MAX was grounded in March, several regulatory agencies have scrutinized the aircraft. The House Committee on Transportation and Infrastructure has been conducting hearings on the aircraft in recent months with respect to various problems such as autopilot issues, simulator flaws, and the maneuvering characteristics augmentation system (MCAS). No one from Boeing testified at these prior hearings, so the hearing at the end of this month will be the first time that members of the company speak to the committee. In fact, Boeing's senior leaders have yet to testify before any House or Senate committees looking into the issues arising from the two recent fatal crashes. In addition to the Congressional probes, the Justice Department and the Department of Transportation are also looking into Boeing's 737 MAX to determine how the FAA certified it for flight.

For Boeing, the hearing at the end of this month could loom large in determining the fate of the 737 MAX. The company is hoping that Muilenburg's testimony will help restore public confidence in the aircraft while also displaying their capability to handle the crisis in a positive manner. In advance of the hearing, Boeing has provided detailed technical information to the committee as well as 300,000 pages of documents and briefings from senior technical executives. Before it was grounded, the Boeing 737 MAX was flown by several major airlines including Southwest Airlines, American Airlines, and United Airlines, and was a more fuel-efficient model of the workhorse Boeing 737 jets.